S. B. PEUGH.

Carriages for Plows.

No. 155,040. Patented Sept. 15, 1874.

Fig. I.

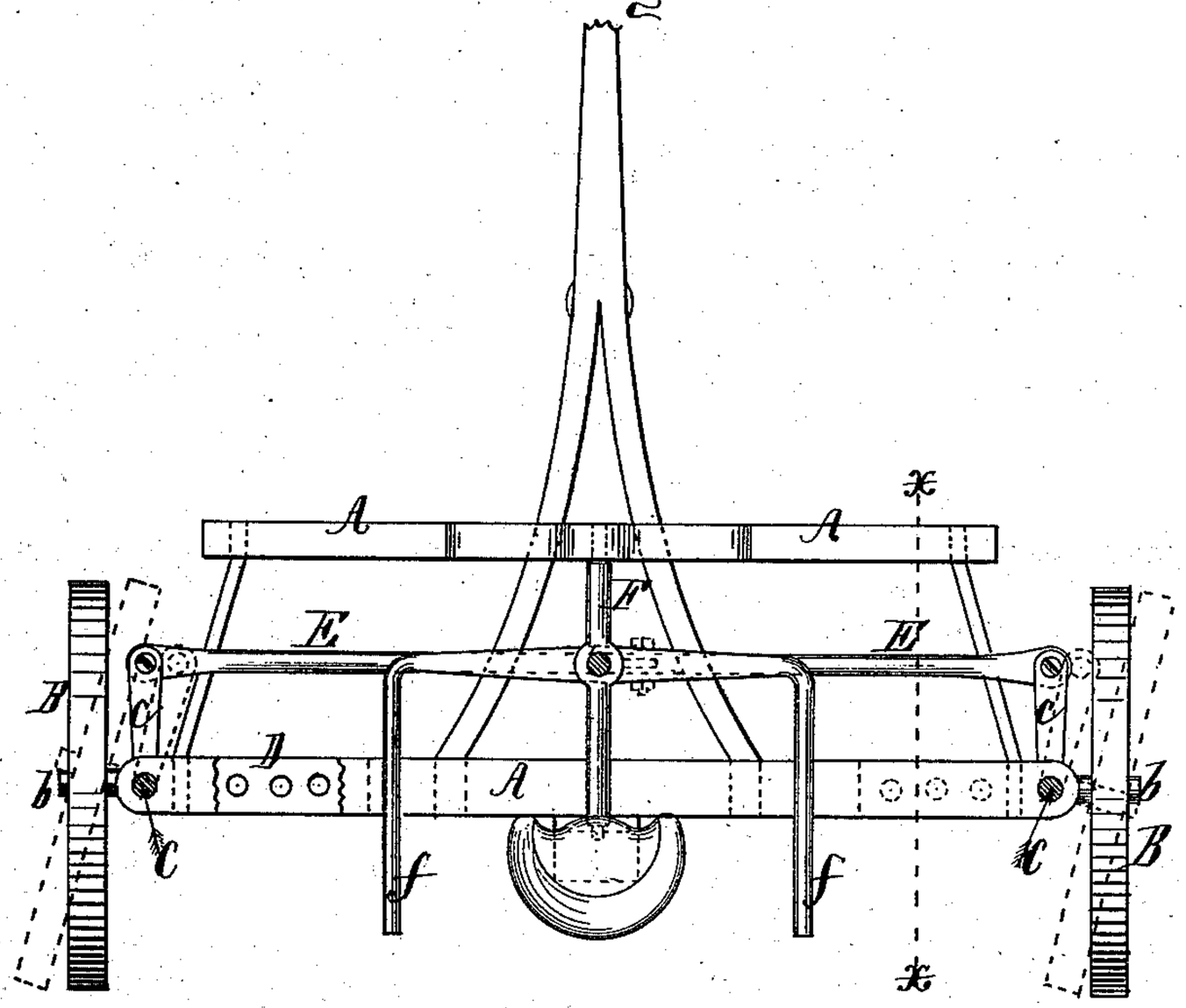


Fig. II.

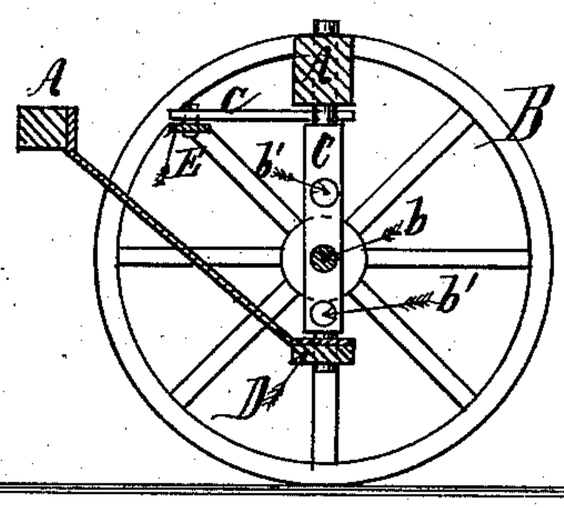
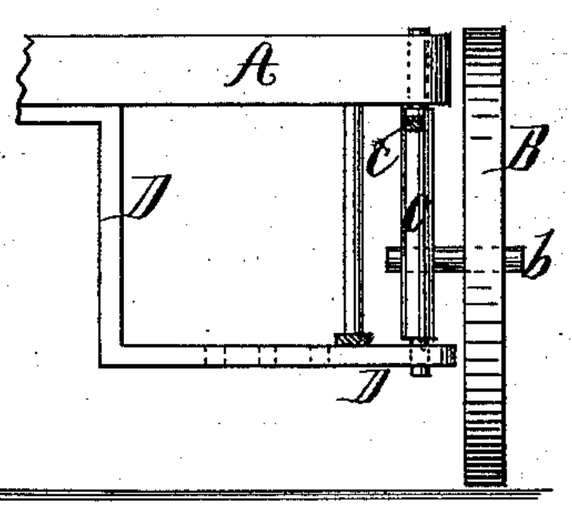


Fig. III.



Witnesses:
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Richard Gerner.

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UNITED STATES PATENT OFFICE.

SPENCER B. PEUGH, OF SALEM, INDIANA.

IMPROVEMENT IN CARRIAGES FOR PLOWS.

Specification forming part of Letters Patent No. **155,040**, dated September 15, 1874; application filed July 14, 1874.

To all whom it may concern:

Be it known that I, SPENCER B. PEUGH, of Salem, in the county of Washington and State of Indiana, have invented a new and useful Improvement in a Carriage for Plows; and I hereby declare the following to be a full and clear description of the same.

This improvement relates to an arrangement of the wheels of the carriage in such a manner as to permit a change of their direction with reference to the axial line of the machine, so as to cause the wheels to carry the plows straight ahead in a right line, or obliquely to either side, as occasion may require, in plowing in irregular or crooked rows, as is frequently necessary in the cultivation of crops.

The invention will be readily understood by reference to the accompanying drawings, of which—

Figure I is a plan of a plow-carriage having the improved adjustable arrangement of the wheels, a portion of the top bar of the frame being broken away to disclose the operative parts. The dotted lines in this figure show the oblique direction of the wheels. Fig. II is a sectional elevation of the same, taken on the line *x x* of Fig. I. Fig. III is a rear view of one of the stirrups.

The frame A may be suited to any kind of plows; but the improvement herein described is especially desirable in cultivator-plows.

The wheels B are placed on the short arms or axles *b*, the said arms being fixed to the rocking posts C. The posts C have journals on both their ends, and the journals on the top ends have their bearings in the frame A, while those on the lower ends have their bearings in the stirrups D, attached to the said frame. An arm, *c*, is securely fixed to the post C near its top end, and projecting thence a short distance forward or backward is, at its outer end, hinged or jointed by suitable means to a connecting-rod, E.

This arrangement of the arms and connecting-rods is similar for both wheels; and the two interior ends of the rods E extend to near the center of the machine, where they are attached, by suitable pivot or hinge joints, to the rocking lever F, the arms of which may be operated by either the feet or the hands of the person in charge, as the machine may be either a walking or a riding one.

By the depression of the lever F with the hand or foot on either side, as the occasion may require, the said lever, acting on the post C through the connecting-rods E, turns the posts as aforesaid, and the wheels, revolving on the arms *b*, are thus turned in the direction required, and the machine is made to travel obliquely or straight ahead, as the operator may desire.

The wheels may be adjusted as to height, to suit different purposes, by placing the arms *b* in either of the holes *b'* of the posts C, as may be desired, the said arms being secured in place by means of screw-nuts on their back ends.

What I desire to claim is—

In an agricultural implement, the combination of wheels B, axles *b*, rocking posts C, crank-arms *c*, connecting-rods E, and lever F, substantially as and for the purpose described.

SPENCER B. PEUGH.

Witnesses:

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